IN THE CLAIMS:

Please amend claims 1 and 6 as follows wherein insertions are underlined and deletions are indicated with strikethrough or double brackets. This listing of claims will replace all prior versions, and listings, of claims in the application.

Claim 1 (currently amended). A bolt for use in fastening a first member to a second member;

said bolt comprising a male threaded portion for insertion into a female threaded portion of a hole formed in the first member, the threaded portion comprising a substantially uniform, continuous thread which extends over the entire threaded portion;

said bolt comprising a bolt head and an unthreaded portion, the unthreaded portion extending between the bolt head and the threaded portion, the unthreaded portion having a length which is at least as long as that of the threaded portion;

wherein the bolt is adapted to receive an axial load based on an external force applied to the first member;

~~and~~ wherein the male threaded portion comprises a low-rigidity portion, in which a hollow portion is formed concentric with a center axis of the male threaded portion and substantially circular in a cross section; and

wherein said hollow portion is formed at a position intended to be placed overlapping part of a screwed portion formed where the male threaded portion is screwed into the female threaded portion in an axial direction.

Claim 2 (original). An internal combustion engine comprising a crankcase and a crankshaft

rotatably supported by a first bearing portion provided on the crankcase and a second bearing portion fastened to the first bearing portion with a bolt;

wherein said bolt comprises a male threaded portion screwed into a female threaded portion of a threaded hole formed in the first bearing portion, wherein an allowable stress of the first bearing portion is less than an allowable stress of the bolt, wherein an axial load based on an combustion load applied to the first bearing portion is applied to the bolt, and wherein the male threaded portion has a low-rigidity portion, in which a hollow portion concentric with a center axis of the male threaded portion and shaped substantially circular in a cross section is formed, formed at a position overlapping a screwed end portion of a screwed portion where the male threaded portion is screwed into the female threaded portion in an axial direction

Claim 3 (original). The internal combustion engine of claim 2, wherein the bolt is formed from a ferrous metal, and wherein the first bearing portion is formed from a metal comprising aluminum

Claim 4 (original). An internal combustion engine comprising a cylinder block fastened to a crankcase rotatably supporting a crankshaft, with a bolt having a male threaded portion screwed into a female threaded portion of a threaded hole formed in the crankcase,

wherein an allowable stress of the crankcase is less than an allowable stress of the bolt,

wherein an axial load based on an combustion load applied to the crankcase is applied to the bolt,

and wherein the male threaded portion comprises a low-rigidity portion, in which a

hollow portion concentric with a center axis of the male threaded portion and substantially circular in a cross section is formed at a position overlapping a screwed end portion of a screwed portion, where the male threaded portion is screwed into the female threaded portion in an axial direction.

Claim 5 (original). The internal combustion engine of claim 4, wherein the bolt is formed from a ferrous metal, and wherein the crankcase is formed from a metal comprising aluminum.

Claim 6 (currently amended). A threaded fastener for use in connecting engine components together, comprising:

a head portion;

a cylindrical, unthreaded body portion attached to the head portion;

a substantially cylindrical end portion integrally attached to the unthreaded body portion, said end portion having a substantially uniform, continuous male ~~threads~~ thread formed thereabout and extending along the entire length of the end portion, the end portion having a coaxial cylindrical bore formed therein with a substantially circular cross-sectional shape;

wherein the body portion has a length which is at least as long as the length of the end portion and wherein the fastener is adapted to withstand an axial stress applied thereto.

Claim 7 (original). The fastener of claim 6, wherein the end portion comprises a tip having a conically tapered hole therein in communication with the cylindrical bore.

Claim 8 (original). The fastener of claim 6, wherein the fastener is a bolt.

Claim 9 (original). The fastener of claim 6, wherein the fastener is a stud.

Claim 10 (original). The fastener of claim 6, wherein the fastener is formed from a ferrous metal, and is adapted to be used with an engine component formed from a metal comprising aluminum.

Claim 11 (original). The fastener of claim 6, wherein the area of the end portion surrounding the cylindrical bore is an elastically deformable low-rigidity portion.